6: Goudal--42-43 S-3 (1934) 1938 Laotians
116, 466, 482, 653, 177.46 France
636.46

"In Laos, the regulation of compulsory labour for public purposes has been the subject of a number of legislative measures, including an Order by the Senior Resident of 27 June 1933 which closely resembles that issued by the Governor-General of 5 February 1932.

Moreover, in the countries of the Union where this form of labour is still permitted, Orders are issued periodically establishing the [43] maximum weight of the load carried by porters and the rates of wages payable to such workers. Annual reports are also sent to the central administrative authorities on the value and usefulness of requisitioned labour. If the present effort made by the authorities is continued, it is practically certain that in the near future compulsory labour levies for transport work and large-scale public works will become a thing of the past."

"Higher up there were two or three villages that seemed to have inhabitants of both sexes and all ages, some of whom we now and then met making their way along the winding, perpetually climbing road. The sound of our horn drove them mad. The more fearful tried their best to climb the sheer earth or rock wall of the blasted mountain-slide; the others, as if imploring us to be merciful and realize that they would run away if they could, snatched themselves bare-headed and, placing their hats against their stomachs, tried to break their spines in kowtowing to me as they might to a long dead emperor suddenly returned to earth. A few, less obsequious, or less quick-witted, watched us pass with open mouths and stupefied expressions, bawling children scurrying in and out between their legs. Near the top of the climb there suddenly appeared horses and other pack-animals, and the panic we created among these unusual carriers in Indo-China could not easily be described. We passed not a [265] few traveling pigs along the way too, for wherever there is Chinese culture there must also be pork. Though they are credited with infinite patience, the Chinese will not drive pigs to market. But the Annamese, more afraid of work perhaps, rather than more patient, usually try to, with a cord tied to each porker's leg. This may possibly be easier than the Chinese way of bodily carrying them, two on a one-man shoulder-pole or one between two men, so that carrier and carried, bound to market in this undignified manner, seem fellows in misery. In Hanoi and the larger towns of Annam this more certain form of transportation may also now and then be seen. But the Annamese pig is ordinarily

driven, which is hard on motorists. For most of the pigs we met were too strong for the holder, and yet not quite strong enough to get away entirely and dash themselves over the mountain-side. Therefore, as they seemed bent on suicide in any form--and who could blame them?--the car always had to wait while the would-be pig-driver and several of his fellows united in one mighty tug of war that dragged the squealing animal out from under our wheels. For the most foolhardy of Annamese chauffeurs, however disdainful of the pig-driving populace, would scarcely have risked running over one of these porcine obstructions on this pathway along the bottomless pit."

23: Franck--271 T-2 (1924) 1926 Laotians
116, 276, 411, 482, 492 Ethnic subgroup

"The men, [EJ: of the 'Black Miao'] and sometimes the women, carry crude daggers in home-made sheaths; some had a long slender rifle, a few of them crossbows of a simple form, and most of them smoked or carried in their sashes pipes of sometimes elaborately tortured shapes. They use pack-oxen as well as little horses, but most of them, of both sexes, carry in a basket on their backs, though Chinese influence perhaps has led some to fasten two baskets at the ends of a short, stiff whole bamboo over a shoulder, thereby losing all the advantage of the long and supple shoulder-pole of China and Annam."

23: Franck--327 T-2 (1924) 1926 Laotians
116, 482

"Two Laosian carriers bore between them about half the load of one Chinese coolie; they made much less speed, not to mention their many complaints along the way, and at that they had to be relieved every few hours, or at least at the end of a day. For a load I had often seen one Chinese jog along under day after day of from ninety to a hundred li we had eight men; the cot or the valise that a Chinese coolie would carry at one end of his shoulder pole, with as much at the other, and any odds and ends on top, these tropical fellows put in the middle of two long bamboos between two men."

23: Franck--331 [2] T-2 (1924) 1926 Laotians
116, 262, 411, 415, 482 Ethnic subgroup

"These fellows [EJ: Kha] carried a slim ration of glutinous rice in little round baskets with a telescope cover, and some uncooked rice in a cloth at the back of the waist, just as do some South American Indians. At their sides hung a kind of machete, in a sheath made of half bamboo with wooden strips across it, much the sort of thing a Boy Scout turned loose in the woods might contrive. They were as small as upper grammar-school boys, and though they looked hardier than almost any tame people, they were really even less useful as carriers than the Pwun. They prefer to carry by a band across the forehead, but as my baggage was not arranged for that method most of them were forced to endure one end of the stiff whole-bamboo that takes the place of the wiser springy split-bamboo or hickory carrying-poles of the Chinese--because one of them alone cannot carry a real load. Yet on the whole the long file of silent, rather anemic fellows made better time, thanks perhaps to their lighter loads, than those of the day before."

23: Franck--338-339 T-2 (1924) 1926 Laotians
116, 554, 482

" For in Laos the importance of a traveler depends upon the amount of baggage he carries, the amount of trouble he puts the country to in getting him through it, even as in many other lands. The king never travels without an enormous retinue and tons of baggage, whether he needs it or not, and if he gets separated from it he withdraws into incognito. One [339] reason the coolies of Laos cannot carry more is that each of them has a musette containing his personal belongings and food, a knife in a wooden scabbard, and increasing odds and ends, until by this time they had nearly as much baggage as we, in sharp contrast to the Chinese, who, in a land of strong and constant competition, carry almost nothing of their own. On this third afternoon two men carried nothing but the loads of the others, and they seemed to be getting weaker as their own loads grew ever bigger. If this kept up I should have to have two men for every one who was actually carrying for me and my escort. "

149: Reinach--101a G-3 (no date) 1901 AM1 Indochina
Laotians AM8

142
516
291
411
482

Fig. 36 /p. 135/ Typical Khas of the province of Stung-Treng.

411
482
516
291
149: Reinach--1885 G-3 (no date) 1901 AMI Indochine
Leotlam AM8

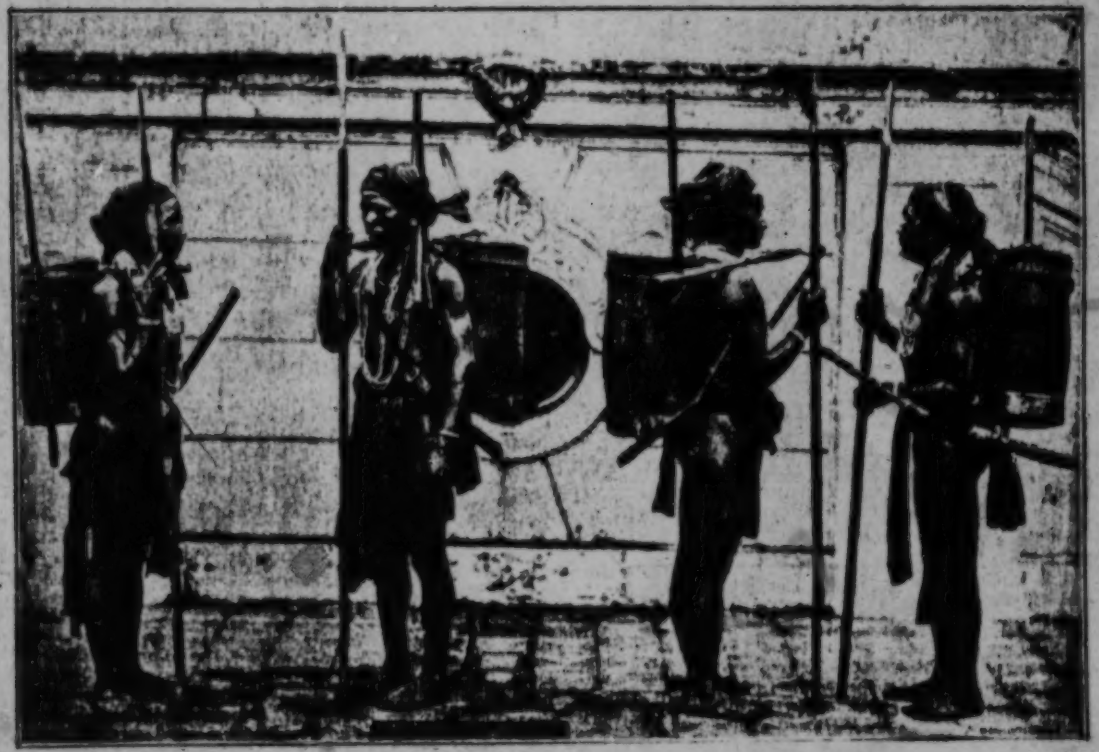

Fig. 71 /p. 291/ Typical Khas of the provinces of Stung-Treng. (Photographed at Saigon in 1898.)

149: Reinach--303 G-3 (no date) 1901 AM1 Indochina
Laotians AM8

805
[262]

Tamlung-Si-Bate	1/1000 picul or	0.061924	kilogram
Khanane-Lao (daily ration)	1/100 picul or	0.61924	"
Khanane-Khao	1/10 picul or	6.19245	kilograms
Boung-Koite (or Mune)	2/10 picul or	12.3849	"
Bok-Noi	3/10 picul or	18.5873	"
Bok-Niai (one man's load)	4/10 picul or	24.7698	"

[482]

805
436

Coins and measuremems of weight for silver

1. Sub-multiples of the Bak (or Salung) 1 Fuang=0.001876 kilogram
2. Multiples of the Bak (or Salung)

1 Bak or 2 Fuangs	=0.003753	"
Tep (Rupee) or 3 Baks	=0.011259	"
Bate (Tical) or 4 Baks	=0.015012	"
Piaster (Mane or Kib) or 7 Baks	=0.026271	"
Tael (Bia) or 10 Baks	=0.03753	"
Barre (Hang or Khane) or 10 Bias or 100 Baks	=0.3753	"
Sang or Cattie (silver pound) or 33 Bias or 330 Baks	=1.23849 kilograms	

805 [412] Measures of length for cloth, wood, etc.

		meters
1 Niou (finger breadth)	or 1/96 Fathom	=0.01895
1 Kam (closed fist) or 6 Nious	or 1/16 Fathom	=0.11375
1 Kheup (span) or 12 Nious	or 1/8 Fathom	=0.2275
1 Sok (cubit) or 2 Kheups	or 1/4 Fathom	=0.4550
1 Wa or 4 Soks or 8 Kheups	or 1 Fathom	=1.82

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1 Sok Luong (royal cubit)	or 1/4 Royal Fathom	=0.5
1 La Luong (1 Yard and a few centimeters)	or about 1/2 Royal Fathom	=1
1 Wa Luong	or 1 Royal Fathom	=2

439
489

A) Means of transport used

1. BY LAND. The means of transport used on land routes include men, elephants, horses, mules, oxen and oxcarts.

482 Men. A man serving as a bearer may carry his burden in three different ways, depending on the race to which he belongs and the route he must follow, whether over plains or mountains.

a) On the back. This manner of carrying burdens is used by all mountainfolk in general, Thais, Khas and others. Women and children as well as men carry burdens which are naturally in proportion to their strength. In transports, the average load for one bearer is thirty kilograms.

b) With a bamboo pole, the load being distributed at both ends. Two baskets, two packs or two cases are fastened to the extremities of a light, fairly thick bamboo pole which is about 1.5 meters long. The bearer places the middle of the pole on his shoulder and balances the load with his hand. The weight of the load thus carried will vary between 24 and 30 kilograms. This way of carrying loads is used by the [442] Burmese, the Lus, the Youns, the northern Laotians and some Khas.

c) With a bamboo pole, the load being suspended in the middle. This method of transport requires two men, one at each end of a bamboo pole about two meters long. It is difficult by this means to carry a load greater than 15 to 20 kilograms per man, or 30 to 40 kilograms per pole. This method of transport is used in the plains regions by the Laotians, Thais and other inhabitants of valleys and plateaus. A bearer can cover an average distance of 25 kilometers per day in level country, and from 15 to 20 in mountainous regions.

Carrying loads on one's head, which meets with such favor in Africa, is not a method used in Laos.

492 Elephants. Depending on its age, size and energy, an elephant can carry loads varying between 100 and 190 kilograms. But it is a delicate animal and requires great care and rather frequent rest periods.

On the other hand, it can go anywhere, even in spots where horses and even men would be halted. The elephant's step is regular on uneven terrain as well as in flat regions. The average distance covered in a day is from 18 to 25 kilometers, depending on the nature of the terrain and the temperature.